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FOSS SUSPICIOUS OF LEGISLATURE

Wants Motives of Members Who Voted Favorably to New Haven Road Fully Determined

IMPROPER DEMANDS ON THE RAILROADS

Governor of Massachusetts Intimates That Members of Bay State Legislatures Have Sought Favors in Consideration of Their Attitude on Railroad Legislation—Asks Public Service Commission to Uncover Such Relationship.

Boston, Sept. 26.—It is of vital consequence that the relation of the late management of the New York, New Haven and Hartford railroad to the Massachusetts legislature should be fully ascertained, said Governor Foss today in a letter addressed to Frederick A. Macdonald, chairman of the Massachusetts public service commission. In this letter the governor called upon the commission to investigate an expenditure of \$1,000,000 made by the New Haven road to the public service commission during the past session of the Massachusetts legislature for personal services and for certain items listed under the unsatisfactory heading of "other expenses."

Inquiry as to Mellon's Services.

"I note," Governor Foss wrote, "that these items are but a part of a total of one million dollars said to have been expended during the past four years for will other expenses not specifically described by the legislature."

Resident calling for this investigation the governor also wrote: "I believe it would be pertinent for you to ask for information as to the nature of the services which Mr. Mellon proposes to render in his advisory capacity to the railroad during the next five years which will justify that corporation in paying him \$10,000 a year."

The governor's letter said in part: "The people have a right to know exactly what the management did with these funds, and to what purpose they were expended during the past four years."

The publication of certain expenditures furnished in my judgment a proper basis for a searching investigation of the relation of the railroad management to the Massachusetts legislature and to certain persons connected with the railroad, were in a position to make favorable use of their position through the legislature.

Public Has Right to Know.

"It is relevant to ask what sort of legal services were rendered by these men. One of these gentlemen, who received the sum of \$10,000 some six months ago, is reported to have said that he had been paid for his services in the sum of \$10,000."

"I am sure you will assist his memory in any available way."

"I believe that the public has the right to know for what purpose every dollar of railroad money is expended."

"It is as important for the railroad as for the public that the public should be kept advised of the expenditures in current publications, should be cleared up."

"It is my understanding that the power conferred upon you by the legislature of 1911 in creating your commission is to be used in the investigation of the expenditures which I now call for. If you have any doubt on this point, I am sure you will consult the opinion of the attorney general of the state in determining the point."

Motives of Railroad's Allies in Legislature.

After referring to the members of the legislature who he said voted to "confer extraordinary financial assistance upon the railroad," the governor wrote:

"While it is true that honest consideration of the public interest in the railroad is of vital consequence that the relation of the late railroad management to the legislature should be fully ascertained, it is of no less importance that the motives of those who acted in support of the bill should be ascertained."

Improper Demands Upon Railroads.

"Again, I think there is little doubt that the expenditure of the railroad under past management for legal services and other New England states has been a painful one and that many improper demands have been made upon the railroad interests in consideration of the cooperation in favor of legislation."

That Public Service Commission May Lack Jurisdiction.

Boston, Sept. 26.—The contention of counsel that the Massachusetts public service commission had no jurisdiction over an issue of bonds providing for capitalizing the New York, New Haven and Hartford railroad was supported today by Frederick A. Macdonald, chairman of the commission, in a letter to the attorney general of the state.

Chairman Macdonald's declaration was prompted by the argument of Bradley Palmer, who as counsel for the stockholders of the New York, New Haven and Hartford railroad, contended that the commission had no jurisdiction to authorize the same issue. To support this contention he quoted from an opinion by the late Attorney General Hiram A. Knott of Massachusetts that a corporation in another state, like the

also declared that the Massachusetts legislature had no right to authorize the public service commission to approve the acts of corporations in other states.

The attorney maintained that the convertibility feature of the proposed issue was sanctioned by the Massachusetts legislature.

He cited a decision of the Massachusetts supreme court in a telephone case to support his argument.

Commissioner George W. Thompson asked: "Why do you ask the commission to approve these expenditures and at the same time tell it that the matter is none of its business?"

Mr. Palmer replied that it was proposed that the New Haven company desired to comply with the spirit of the new law and secure the Massachusetts public service commission's approval of the issue.

Opposition to the issue was voiced by Edward F. Cole of Waterbury, Conn., a stockholder of the railroad, who believed that the railroad should earn the money to pay its indebtedness and add to its funded debt by further borrowing.

The first part of this afternoon's session was occupied by Edward D. Robbins of New Haven, the general counsel for the railroad company, who completed the argument begun Wednesday. Mr. Robbins said that under President Howard Elliott and Vice President J. H. Harts were provided with the funds necessary to make the transportation of nearly \$7,000,000 persons annually over must be made responsible for the result.

The hearing will be continued tomorrow. It is hoped by the commission that the final report may be reached by Monday.

DUBLIN STRIKERS NEARLY FAMISHED

Eagerly Awaiting The Arrival of Relief Ship With Supplies.

Dublin, Sept. 26.—The famished strikers are awaiting the arrival of the relief ship Hare like the inhabitants of a long beleaguered town. The vessel left Manchester Thursday night and is expected to arrive here tomorrow evening. Supplies will be sent to the strikers by the relief ship. The strikers are nearly famished and are eagerly awaiting the arrival of relief ship with supplies.

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Cabled Paragraphs

German Probe of Tobacco Trust. Berlin, Sept. 26.—Preliminary steps for an investigation of the operations of the "Tobacco trust" in connection with the German cigarette industry have been taken by the government.

Composer Pellissier Dead. London, Sept. 26.—The death occurred today of Harry Gabriel Pellissier the well known composer and entertainer and founder of the "The Police" troupe. He was born in London in 1874.

German Aviator Killed. Johannisthal, Germany, Sept. 26.—Lieutenant Schulz, a German military aviator, died today when his monoplane capsized and fell with him to the ground from a height of 150 feet. He was flying over the aerodrome here.

General Election in San Domingo. San Domingo, Dominican Republic, Sept. 26.—A general election will soon be held in the Dominican republic under the supervision of the United States.

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Tugboat Passes Through Locks

STEP TOWARD OPERATION OF PANAMA CANAL

NOW IN GATUN LAKE

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